928 Motorsports Supercharger Installation

Porsche 928 with 16v LH-Jetronic Fuel System

928 Motorsports Supercharger Installation

Toll-Free Tech Hot Line:

877-FOR-928M

877-367-9286

Please do not copy this manual and give copies to your friends. Our ability to bring you this supercharger kit at this price relies on our customers coming to us for our knowledge and experience in supercharging these cars. Much of this information is hard fought and the product of multiple trials and errors. Please do not give any section of this manual to your friends, but rather, encourage them to contact 928 Motorsports, LLC for their own kit. THANK YOU!

Thank you for your purchase. We have included an entire set of silicone vacuum hoses and a 928 Motorsports coffee cup at no charge for you.

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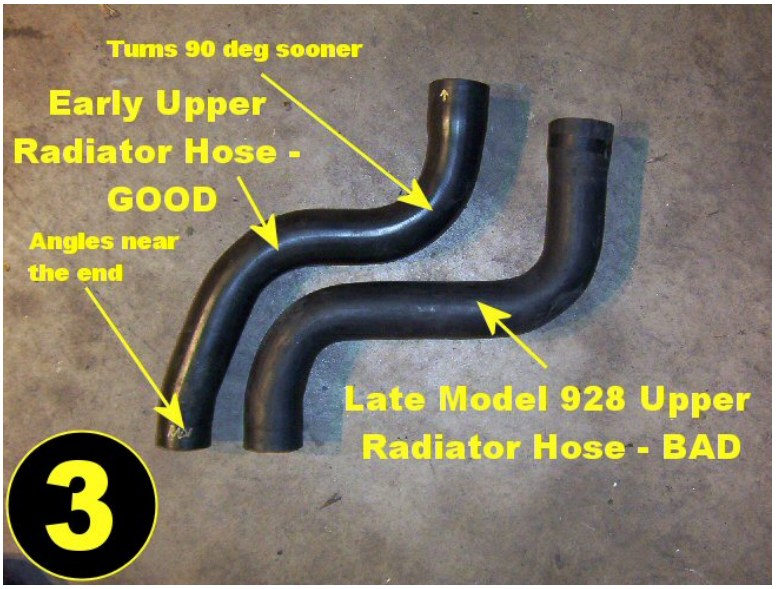
For 16v LH-Jetronic Motors

We recommend that you steam clean or power wash your motor before beginning the supercharger installation. It's more fun to work on a clean motor than a greasy one.
NOTE: “Left” and “Right” are used in this manual frequently. Left and Right are always as seen from the driver’s seat-as you sit in the car.

Phase 1: Disassembly and Preparation of your Motor

In these pictures we've removed the radiator to get better photographs for you. Removing the radiator to install the supercharger kit is optional, but you might find that it's a good time Anyway to replace your lower radiator hose and or the oil lines that go from the radiator to the oil filter area, if you have them on your 928. Euro models have the external oil lines that go to the radiator from the engine, US models don’t.

The first thing we want to do is to make sure your 928 has the correct upper radiator hose on it. See photo 3. If you have the wrong hose, it will not go around the supercharger correctly later. The correct hose can be ordered from us if you need it.



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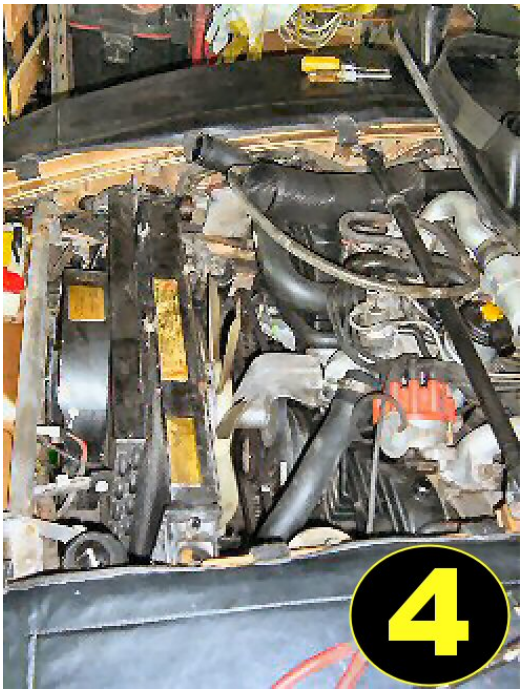
Radiator Removal:

To remove the radiator, (optional step) start by removing the fan shrouds top and bottom of the fan. (Photo 4) You will find two 10mm bolts hold the upper half of the fan shroud in place on the top, and two 10mm bolts hold the bottom half to the radiator on the bottom. You drain the radiator by loosening (but not removing) the BLUE plastic plug located in the bottom of the radiator on the passenger side. Remove both the upper and lower radiator hoses. It is recommended that you remove the hoses from the engine, rather than at the radiator itself so as to not damage the radiator hose nipples.
(See Photo 5).



Disconnect the oil lines to the radiator (if you have them) – always using two wrenches in opposition to loosen the lines so you do not break the radiator nipples! Then you can remove the 6MM hex-headed bolts that secure the rubber hold-down clamps (photo 6) on each side of the radiator, and pull the radiator out thru the top.

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Next, we want to remove all the belts from the motor. I recommend that you label the air conditioning belt, the power steering belt and the alternator belt so that you remember to put them back on the right pulleys when we're reassembling the front of the motor. The alternator belt is the smallest belt and unlikely to get confused, but the A/C compressor belt and the power steering belt are of the same gauge and can get mixed up if you're not careful. Labeling the belts with a yellow marker or a string or anything you want will help you keep them straight. The air pump belt will not be going back onto the motor.

Removing the Fan Assembly:

The next step is to remove the fan assembly by removing the three 13 mm bolts that hold it to the front of the block. (Photo 7).

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The front of your motor should look just like this, at this time. (Photo 9).

Adjusting the Dip Stick Tube:

This is a good time to adjust the dip stick tube a little bit to make insertion and removal later after the supercharger is installed much easier. All you need to do is grab the top of the dip stick tube and gently bend it towards the front of the vehicle by about 1". That will facilitate checking your oil when the supercharger tubing is all in place. Don't go further than about 1" or the Air Conditioning belt may rub on the dip stick tube. Remove the stock dipstick and insert the shortened dipstick supplied with your kit now.

Removal of the Crankshaft Pulleys:

The next step is to remove the crankshaft pulleys. They are held in place by a single 27mm bolt in the center. You will need a 27mm socket and a big breaker bar or as in this picture (Photo17), we're using a ¾" drive socket set and a 1 1/16" socket which works pretty good. But, read to the end of this section before trying to break torque on that crankshaft bolt.

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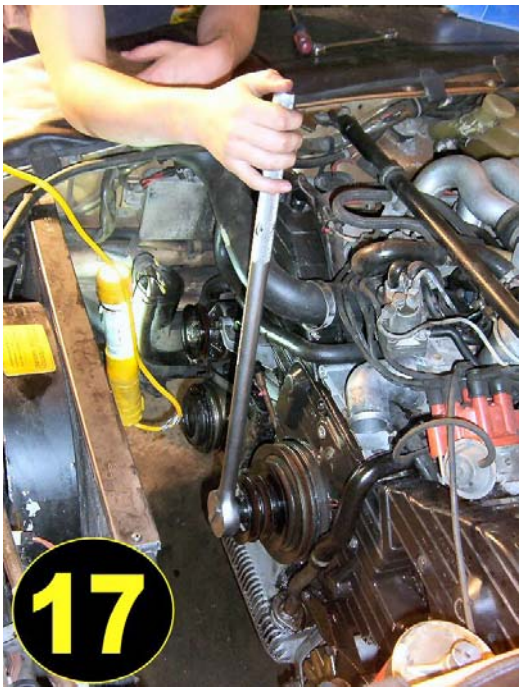
You will need to borrow a flywheel lock tool from a Porsche dealer to hold the crank shaft while you break torque on the crankshaft pulley bolt. The tool looks like the picture in photo 18. We also have flywheel lock tools for sale and for rent if you need one. Just call.



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Manual Transmission Cars:

Remove the slave cylinder with a 13mm socket or wrench and just pull it out of the way and over to the side a little. You will have to pull out the clutch release rod temporarily, but you do not have to disconnect any hydraulic lines. Slide in the special tool to engage the ring gear and bolt it in place with the slave cylinder bolts you just removed. (Photo 19).

Automatics:

Remove the cover plate over the access hole on the bell housing and install the fly wheel lock in the same place as the manual trans cars.
NOW you will be able to break torque on that crankshaft bolt, and remove the two pulleys – the power steering/alternator assembly and the Air Conditioner pulley. (Photo 20). **Pay attention to the direction the special washer faces under that big bolt as you need to put it back facing the same way again later.** The Air Conditioner pulley will be going back on the car later.

At this point, your motor should look like this: (Photo 21).

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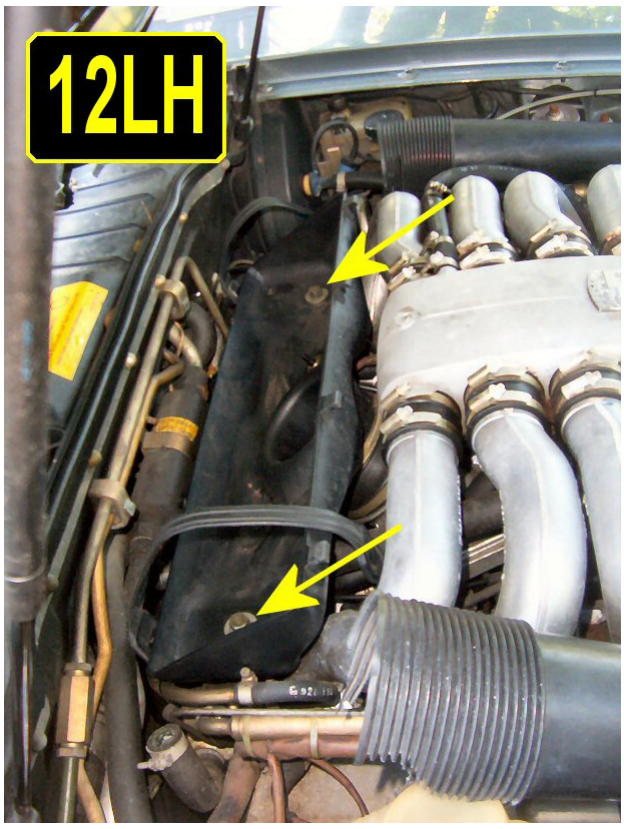
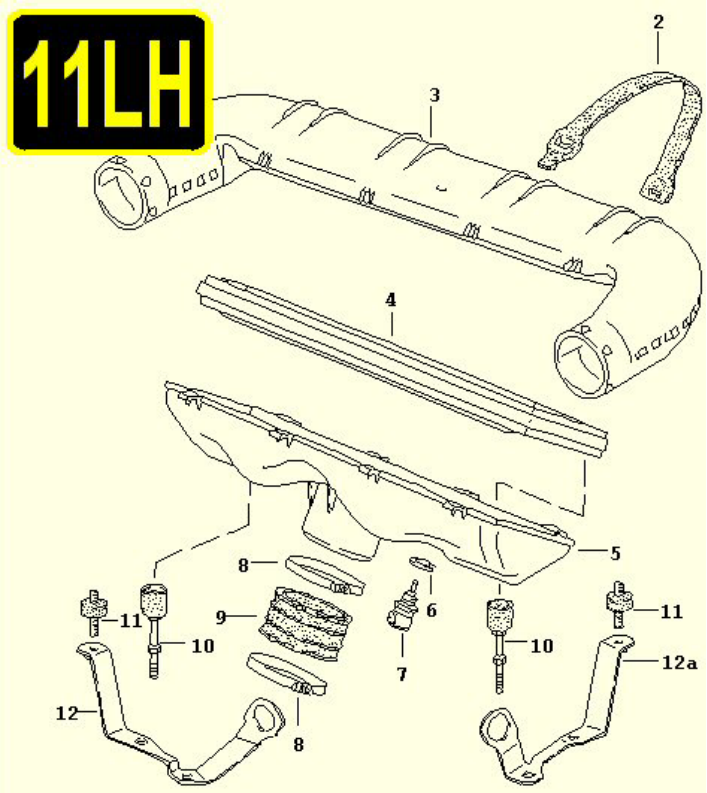
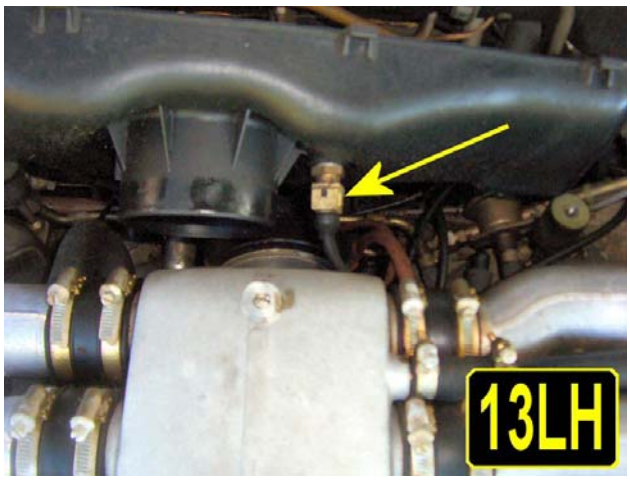
Removal of Air Filter Box:

Now it is time to remove the air box cover and air filter and set it aside. Inside the air box cover you'll find two 13mm bolts in each corner of the air box as shown in picture 12LH. These have to be removed.



Then loosen the hose clamp that holds on the intake. (#8 in picture 11LH) .





As you lift up the air filter box, unclip the air temp sensor shown in picture 13LH.

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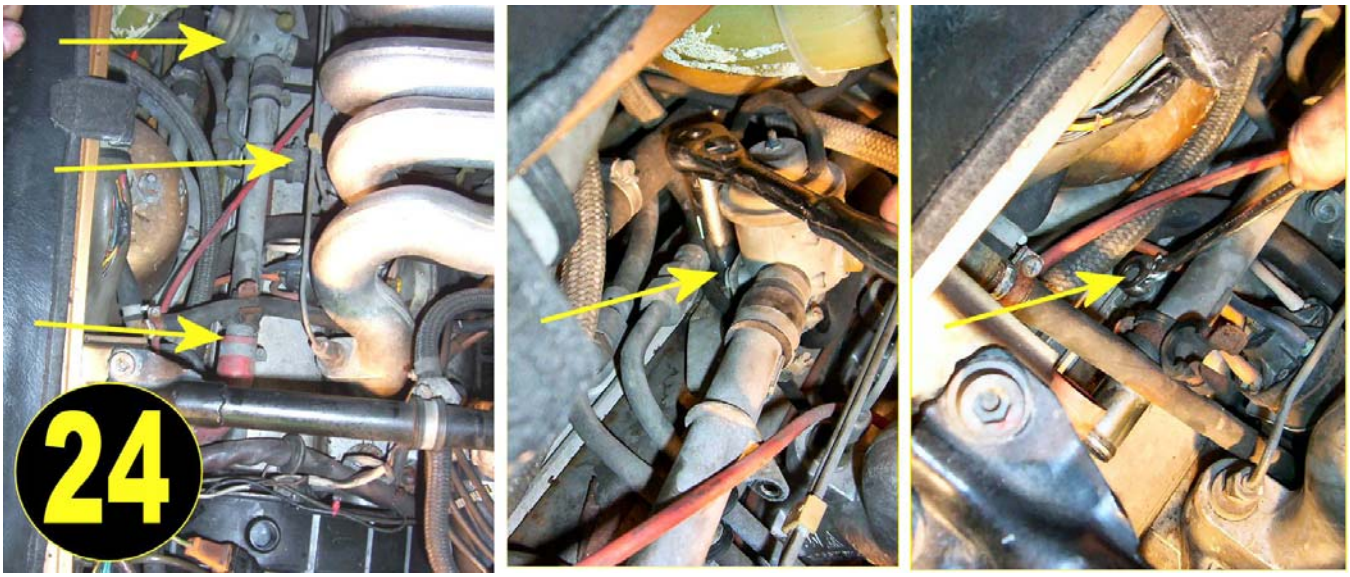
Removal of EGR Air Lines:

Now that the air filter box is out of our way, we can remove the air pump and air rail assemblies. These systems represent the very first attempts at reducing PPM (parts per million) of noxious gases in order to comply with EPA emissions laws here in the States. They simply took fresh outside air and pumped it into the exhaust system to dilute the percentage of bad gases found in the exhaust! On most of the 928s I have seen, the air hoses in this system are cracked and open and the system has stopped working years ago. They were only intended to help get the car thru emissions checks during its original warranty period anyway.

NOTE: You can either remove the air rail completely (recommended if you will not be having a visual emissions equipment inspection in the future) or, you can leave the air rail where it is and just plug it (good for emissions inspection states).

EGR OPTION 1 - Removing the air rail:

The air rail is held in place by three 10mm bolts. (Photo 24). One goes horizontally through a bracket that holds the two fuel lines and is right on top in the center of the passenger side valve cover. The other two bolts are located below the air pump rail as these pictures show. A 10mm deep socket will just sneak under that air rail and remove them.



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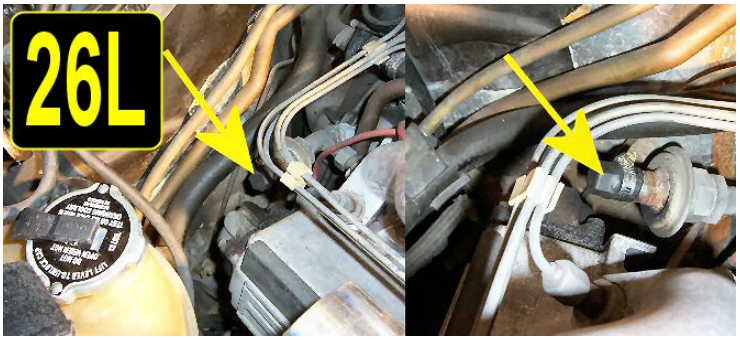
Removing the smog pump rail will leave two openings that need to be plugged. One at the back of the head, 3/4 inch in diameter, which you will plug with the cap provided. (Photo 26).



EGR OPTION 2: Leaving the air rail and capping it. Install 3/4” caps as shown in Picture 26L Option 1 and 26L Option 2.

The third is the 1/2 inch braided hose as shown in Photo 25. This hose exits the engine compartment on most models into the right front fender. Take off the right front inner fender liner (three 10mm screws hold it on to expose the windshield washer reservoir and the air canister). Pull the hose through the fender as in Photo 25, trim about 8 inches off the end, and stuff it behind the windshield washer reservoir. It will stay nice and dry and very safe back there, it is just a gas tank vent. Put your inner fender liner back on. Also, if you removed the air rail, go back and replace that bolt you removed on the fuel line support bracket a moment ago. (Photo 24).

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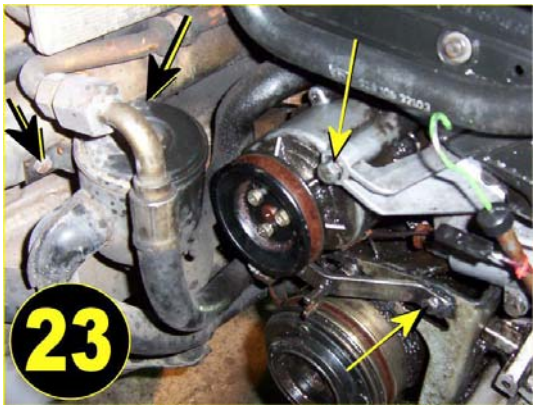
Removal of EGR Air Pump:

Remove the smog pump itself by taking out the 13mm bolts, (as shown in picture 23) at the front of the air conditioner mount and the timing belt tensioner bracket. The air supply for the air pump system is mounted to the inner frame rail on the passenger side of the vehicle just in front of the smog pump pulley, as shown in this picture. It is held in place by two 10mm bolts, which we will remove and it will bring the air filter canister for the air pump system free in your hand.



Now we have the air pump assembly removed and all the lines have been plugged, the crank shaft pulley is removed and all the belts obviously with it, and the air filter air box has been removed and its mounts. We have completed the disassembly portion of the installation. This is a good time to clean the engine up a bit before we begin the assembly of actually installing the supercharger kit to the motor.

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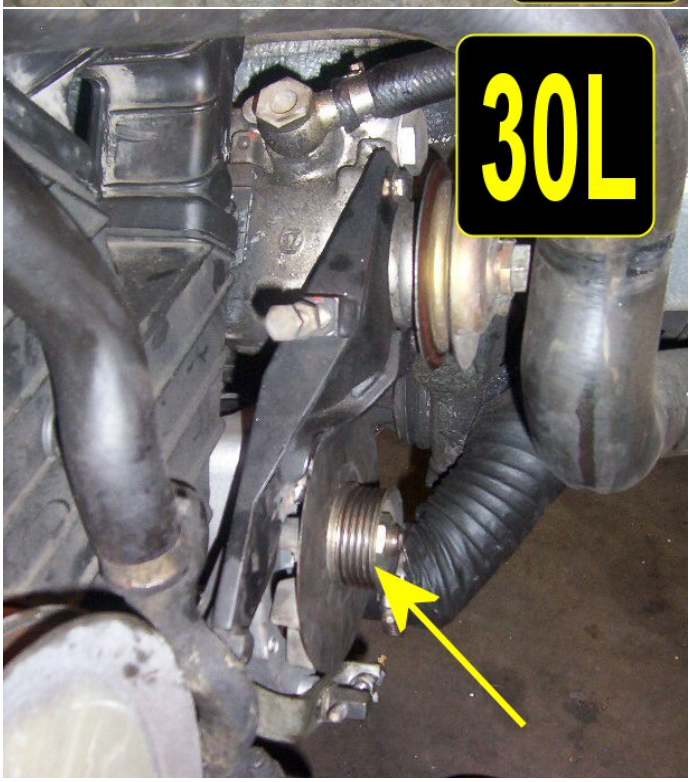
ALTERNATOR PULLEY CHANGE:

Remove the 6-Rib pulley from your alternator and replace it with the V-Rib pulley supplied in your kit. See pictures 29L and 30L. This can be done with the alternator in the car.



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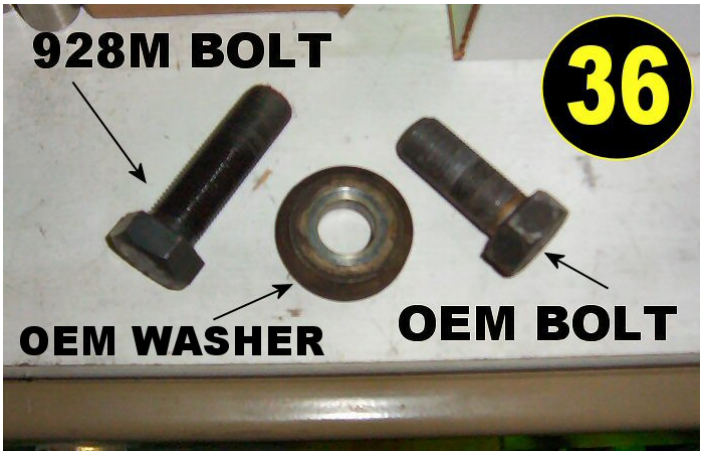
Phase 2: Installation of the Supercharger

Crankshaft Pulley Installation:

Place the air conditioning pulley back on the crank shaft as shown in picture 35. It remains loose until sandwiched in place, so do not be concerned if it wobbles at this point. Now take the large aluminum 928 Motorsports pulley and press it on the end of the crank shaft.

Take the 27mm bolt and washer we removed in photo 17, replace the bolt with the one provided in your kit (as shown in photo 36) and mount up your crank pulley. Be sure you re-use the original washer that you removed and face it in the same direction as before. Remember to put a little anti-seize or loctite blue (supplied) on the threads of this bolt to get a true torque, and then tighten it to 218 ft/lbs. Note, some crankshafts are threaded deeper than others. If the new bolt we supplied bottoms out in the hole before clamping the pulleys tight, just insert the hardened washer we have supplied beneath it.

Now, remove the locking tool from the flywheel if you installed one, and replace the clutch slave cylinder and push rod.



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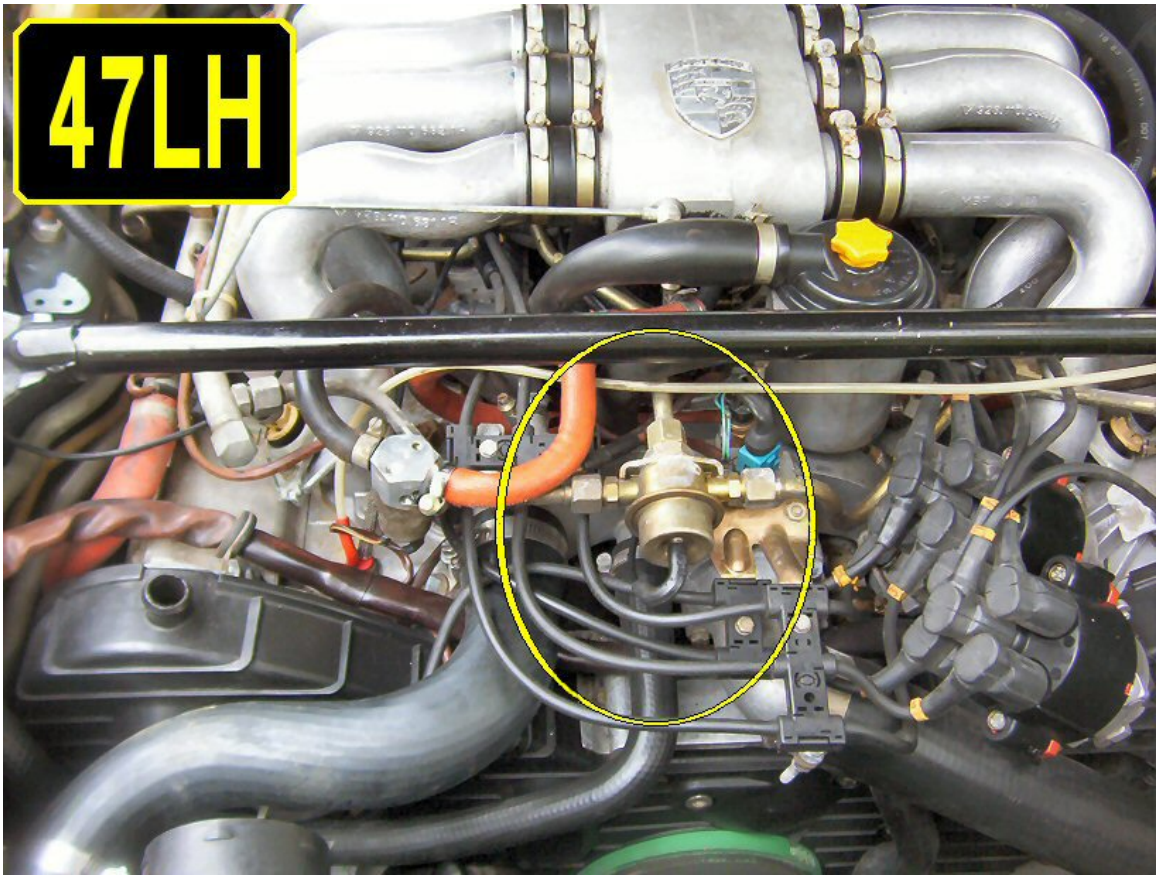
To make more room for the supercharger air intake, remove the heater hose where it connects as shown in picture 54L, cut about 1” out of it, and put it back on. Be sure to clean the aluminum nipple with emery paper before hooking the hose back up so it down not leak.

Making Room For The Air Intake:

To make room for the supercharger air intake we need to relocate the items within the circle as shown in picture 47LH.

Lets start with the Diaphram Dramper in Picture 48L. Remove the 10mm bolts that hold it in place, follow the fuel lines that connect to it and loosen them. ALWAYS use two wrenches in opposition when you loosen these full fitting as shown in pictures 49L, 50L, 51L and 52L. After all the fuel fittings are off, remove the 10mm bolts that hold the assembly down, and remove it from the vehicle. When laid on your workbench, it should look like picture 53L. You will be replacing the old fuel lines with the stainless braided lines we provide in the kit and remounting the damper in a new location out of the way.



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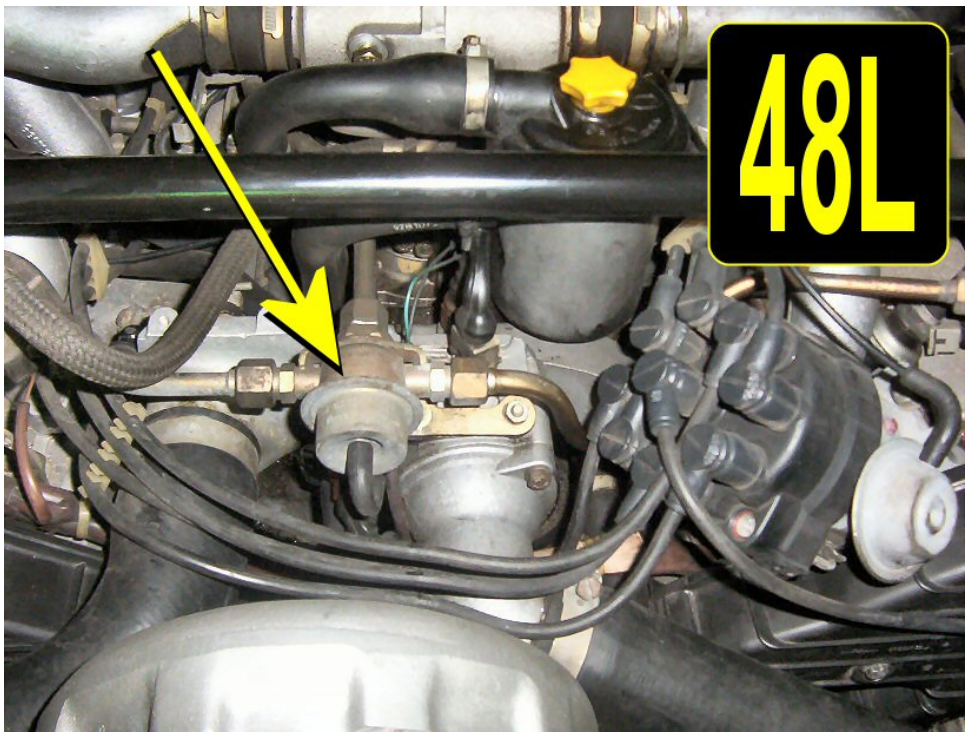

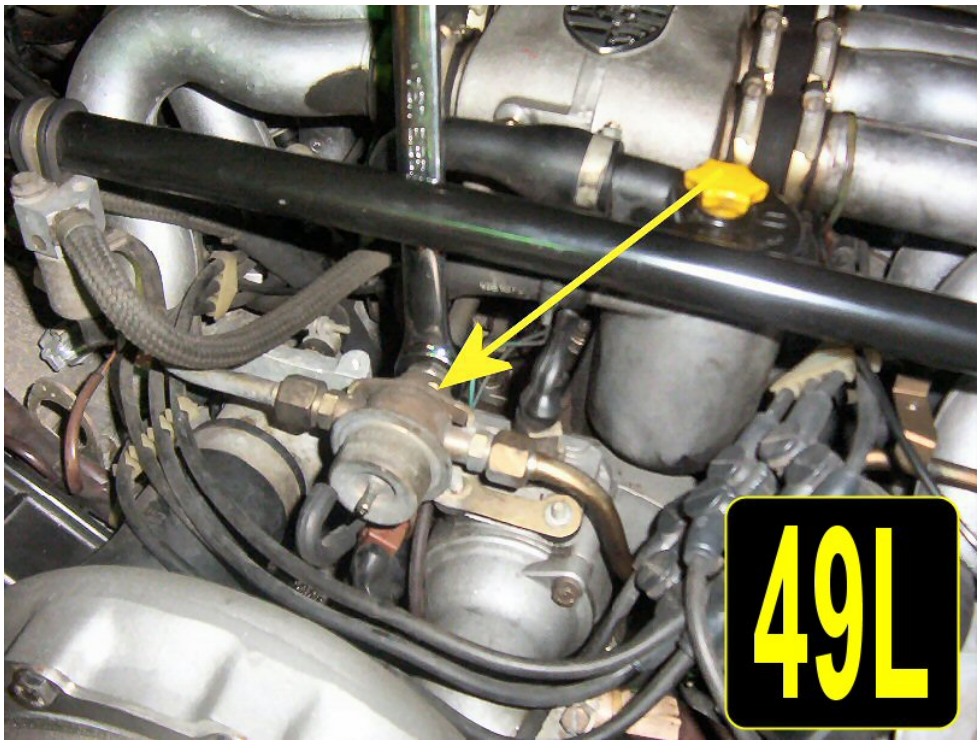

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The fuel pressure damper gets re-mounted just to the side and slightly rear-ward of where it used to sit as shown in photo 55L and held in place with just one of the 10mm bolts you removed earlier.

Install the braided fuel lines with the metric fittings as shown in pictures 56L and 57L.

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The third fuel line (picture 58L, arrow) connects to the fuel line at the fender where you disconnected it in picture 51L.

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Mounting Inner Supercharger Mount:

The Second step in the assembly is to mount the steel inner supercharger plate to the front of the engine. Hold the supercharger plate in your hand so that you have it oriented as shown in picture 32. From the kit select the three 40 mm long by 6 mm metric bolts. They are blue in color and can be seen in picture 33.

We recommend that you coat these bolts with loctite red which you will find in your kit, to keep them from backing out. You may want to clean up the threaded holes in your motor with a metric tap if you see signs of corrosion before proceeding. Because of the precise drilling and machining in the 928 Motorsports mount, you will have to turn in each bolt several times and then move to the next bolt, turn it several times, move to the next bolt, turn it several times and so on, until the supercharger mounting plate is flush up against the motor before you can begin to torque them.

Washers are not necessary underneath the bolt heads as we used washered bolts that do not require separate washers. Torque to 25 ft. lbs.

Your motor should look like Photo 32L now.

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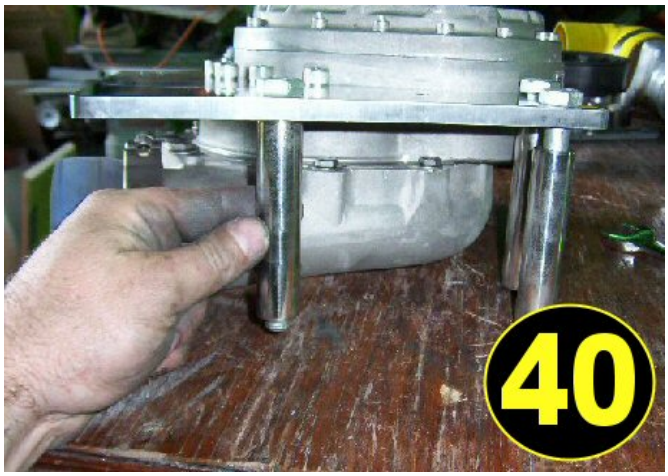
Mounting the Outer Supercharger Mount and the Head Unit:

The 7 hex headed bolts that mount the supercharger bracket to the head unit are already torqued by the people at 928 Motorsports and should not be loosened or adjusted. However, the 7/16” headed bolts behind that are only snug so that you can turn the outlet port of the head unit up and down to adjust it’s final position later. Photo 38 is the assembled head unit and front mount ready to go on the car. Now find the three 19mm bolts supplied from your kit and the three stainless steel spacers as shown in photo 39.

These are grade 8 aircraft quality bolts, extremely strong. Slide them through the forward mount of the supercharger bracket and slide the spacers on the back of them, as shown in photo 40.



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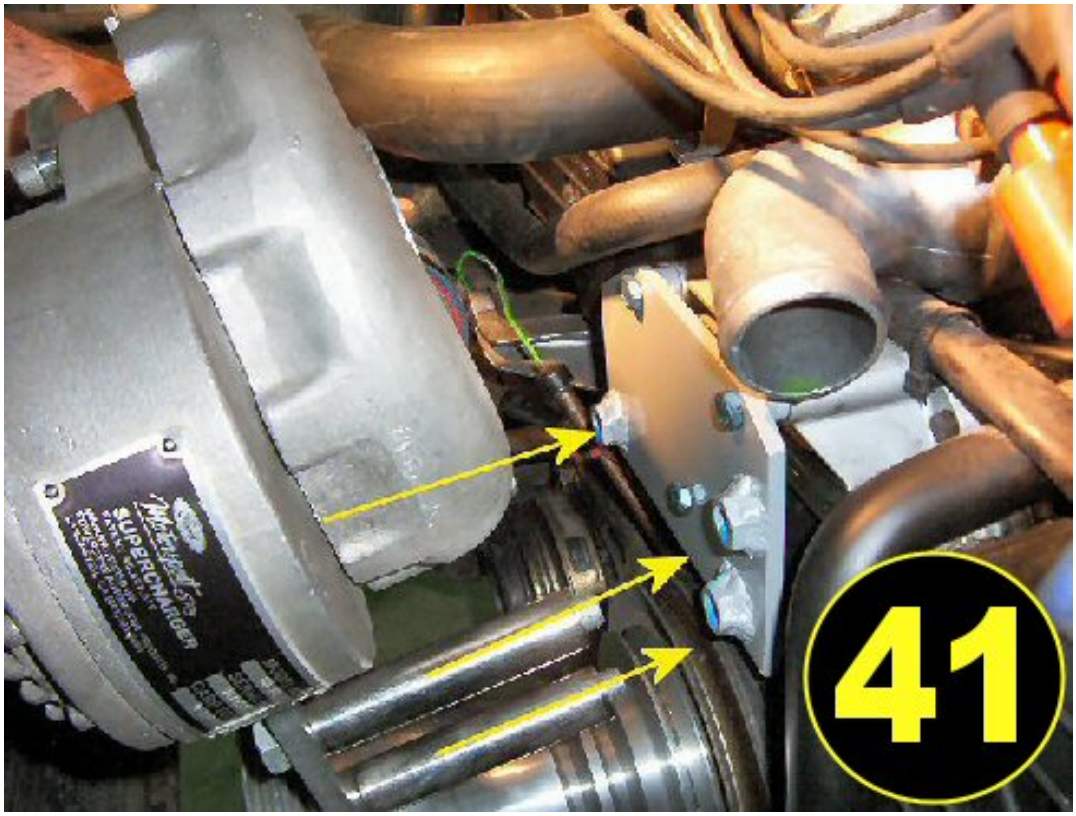
Get the tube of loctite blue supplied with the kit, and put a drop of the loctite blue in each of the threaded nuts welded to the steel engine mount that we have already attached to our motor. Line up the bolts, through the spacers, and into those welded nuts as shown in photo 41. Torque to 96 ft/lbs.



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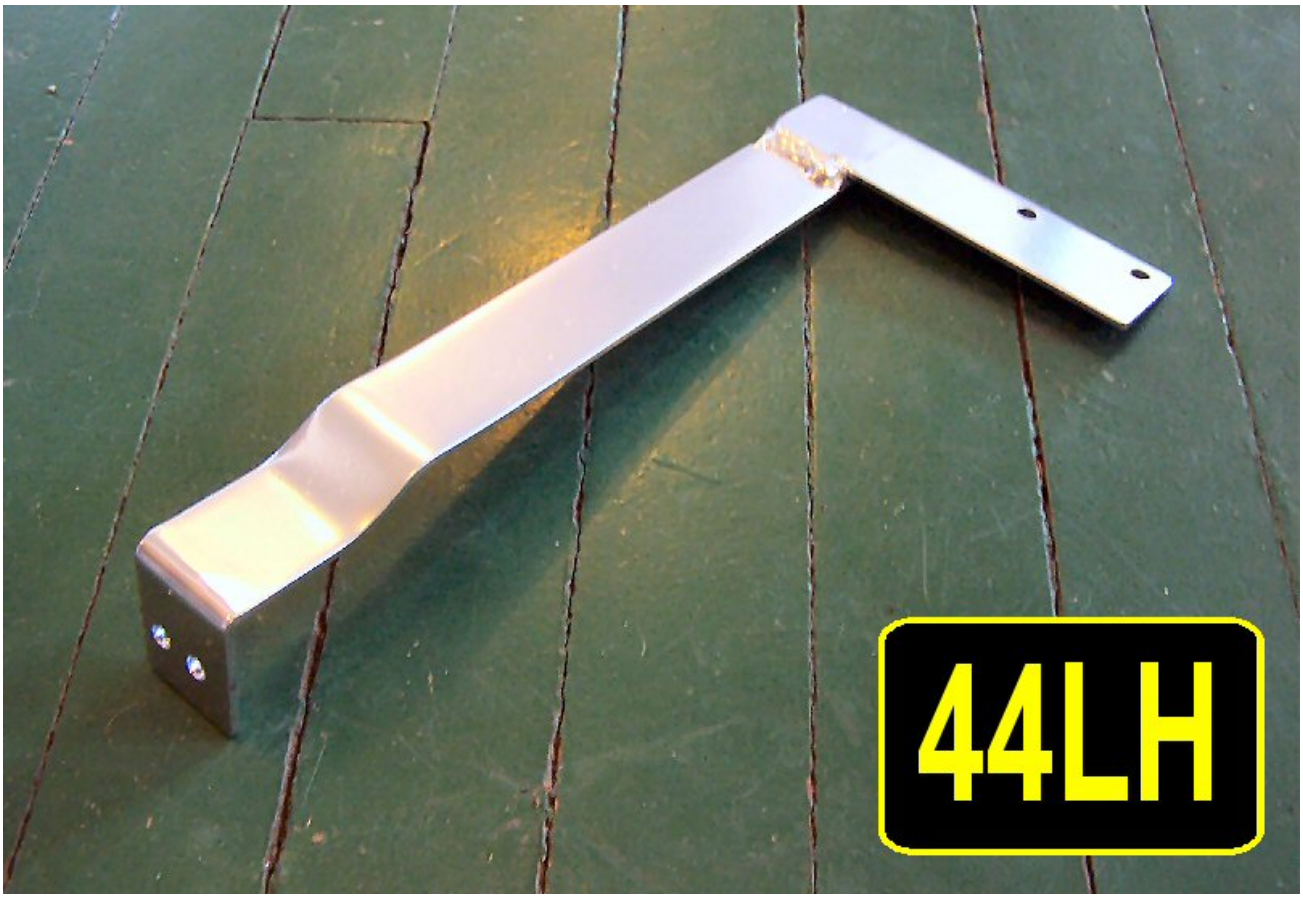
Supercharger Top Mount:

Now we are going to install the top mount for the supercharger. This is the strap that prevents it from being pulled down by the force of the supercharger belt. Find the upper supercharger mount that looks like photo 44LH.



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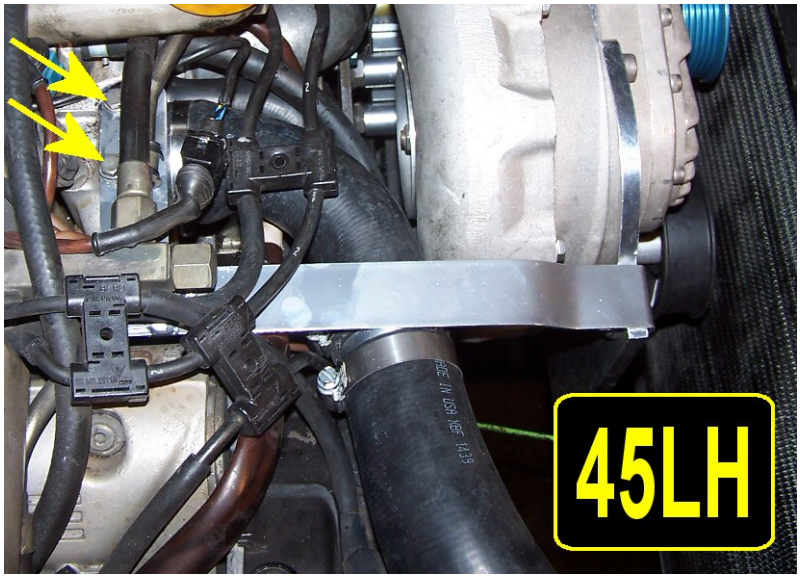
See photo 45LH. The top strap is mounted at the front with two M6 stainless steel allen head bolts with the matching stainless steel nylock nuts. Put the bolts with nuts in place, but do not tighten them yet. Be careful not to scratch the steel top strap as you install it. It has been powder coated with rust resistant paint, but if it gets scratched, it will rust in the scratched area. The tool that you will need for the two stainless steel allen head bolts is a 4mm allen wrench. At the engine, remove the two 10mm bolts that correspond with the holes in our top strap. Put them through the strap and tighten. Now you can go through every fastener on this top strap and put a finish tightening on them, and tighten the large 17mm bolt that goes into the head as in photo 45LH.



Now that we have mounted the supercharger head unit to the motor, we're going to take a straight edge across the crankshaft pulley and see if it lines up with the front of the supercharger pulley. They have to be perfectly in the same plane.
See photograph 42.

The supercharger can be moved in or out if needed by adjusting the stainless steel spacers we installed in step 40.

You may now put the auxiliary belts back on. That would be the alternator belt, power steering belt and the air conditioning belt. The supercharger belt does not get installed yet.

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Installing Blow-Off Valve:

If the radiator is still in the car, remove the upper radiator hose at the radiator end and fold it out of the way.

Rotate the rear casing of the head unit after it is installed on the motor so that the output port is directly sideways. Put on the 3” silicone sleeve provided and the intake elbow with the blowoff valve assembly that looks like photo 56a. You will use two of the 8 t-bolt clamps supplied right here. Set it up so that the installation looks like photos 56 and 57.

After the 3” blow-off valve elbow is properly positioned and pointing straight up in front of the right camshaft tower, you can now tighten the 7/16” hex head bolts that go around the perimeter of the head unit to hold the head unit in that position. (See photo 49).

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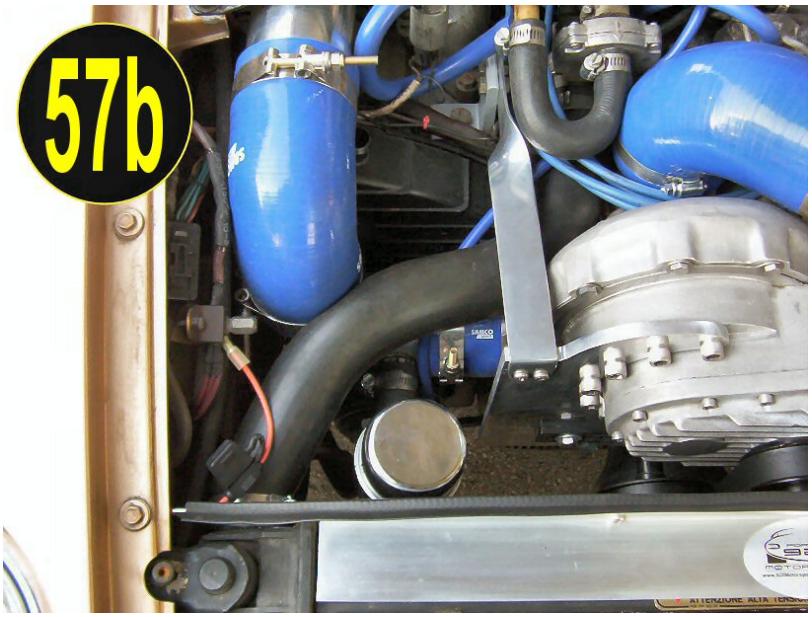
Trim about 1.5” from the end of your upper radiator hose and put it back on. See picture 57a.
*Note, the route of the finished upper radiator hose in picture 57b.



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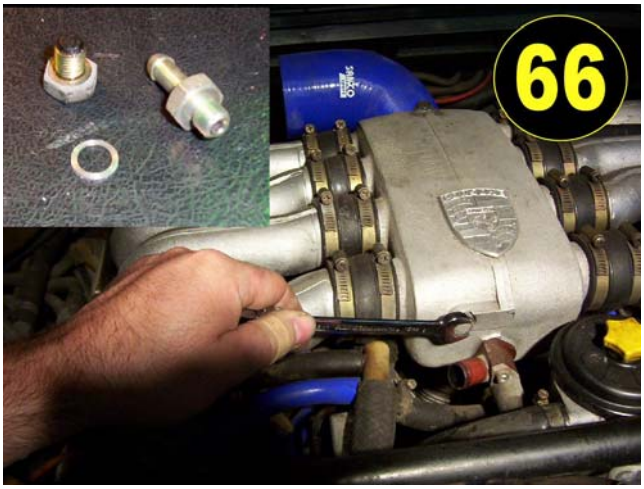
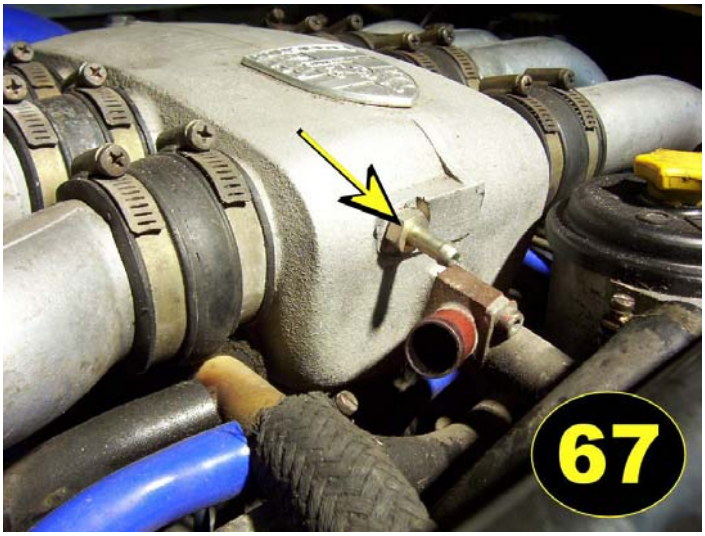
Running Vacuum to the Blow-Off Valve:

The supercharger system has to have a blow-off valve so that the engine knows what to do with all that extra boost when you step off the accelerator suddenly, like down shifting for a corner. In that set of circumstances the engine gets a high vacuum and it opens our blow- off valve which releases the excess boost to the atmosphere. On manual transmission cars, we will be removing the bolt from the front of the intake plenum and installing our fitting, (see photo 66) in it's place and putting a vacuum line in there. It looks like photo 67 when installed.





If your car is an automatic, you will be installing a T there instead in the vacuum line that comes out of the very same fitting. Take a vacuum hose from the kit of blue silicone vacuum hoses provided and run it from the intake manifold nipple or tee to the connection on the bottom of the blow-off valve. A cable-tie will keep it up near the radiator hose and away from the belts. See photo 67a.

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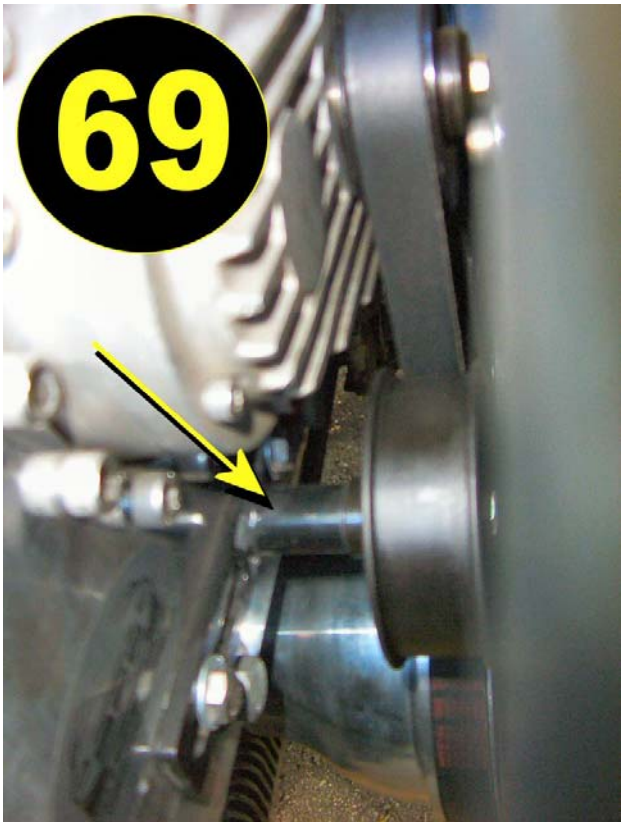
Installing the Belt Tensioner:

The belt tensioner for the supercharger is mounted with two bolts, washers and nuts provided in the kit. See photo 68. Go through the front of the 928 Motorsports forward supercharger bracket as shown in photo 69 and the nut goes on the back. Put the supercharger 6-rib belt on now.



Tensioning the belt:

As for tensioning the belt, you want to tension the belt so that there is less than a 1/4” of play on the left hand side, when pressed in the middle of the span, as shown in photo 70.

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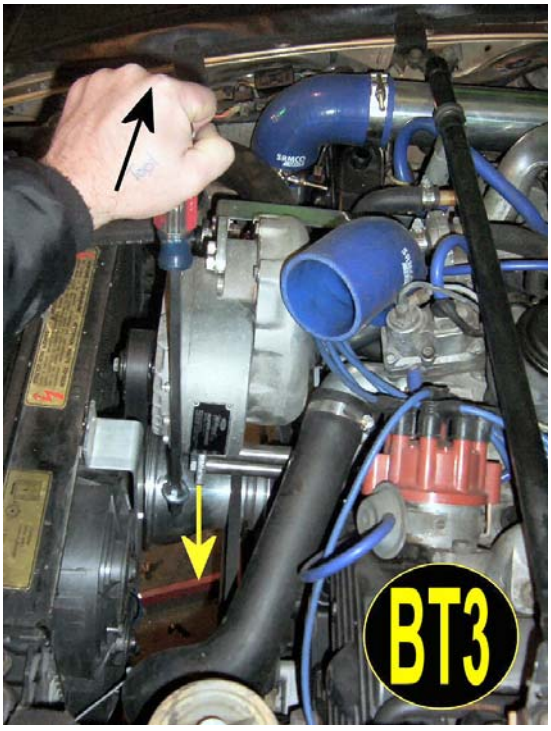
To achieve this, take the belt tensioner tool that is supplied in your kit, photo BT1, and drape the hooked end over the belt tensioner as shown in photo BT2. Insert a large screw driver or pry bar in the ring end of the belt tensioner tool and use the side of the supercharger case itself as the fulcrum.



It is recommended that your pry bar be square so that it does not dent or crush the side of the supercharger case. If the pry bar is round, insert a wooden block between the pry bar and the supercharger case at the fulcrum point. Now, as shown in picture BT3 you can simply press or pull the pry bar handle towards the right side of the car and the belt tensioner will be pulled to the left side of the car, tightening the belt. While holding tension on the pry bar, snug up the bolts and then check your belt tension as shown in picture 70. If it is correct is should have about 1/4 to 1/2” of lateral movement in the belt mid-way between the supercharger pulley and the crankshaft pulley as shown in picture 70. If it is correct, put a final tightening on your belt tensioner bolts and you’re all set.

Be sure to return here and check the belt tensioning again after about 300 miles as the supercharger belt will have stretched a little bit.

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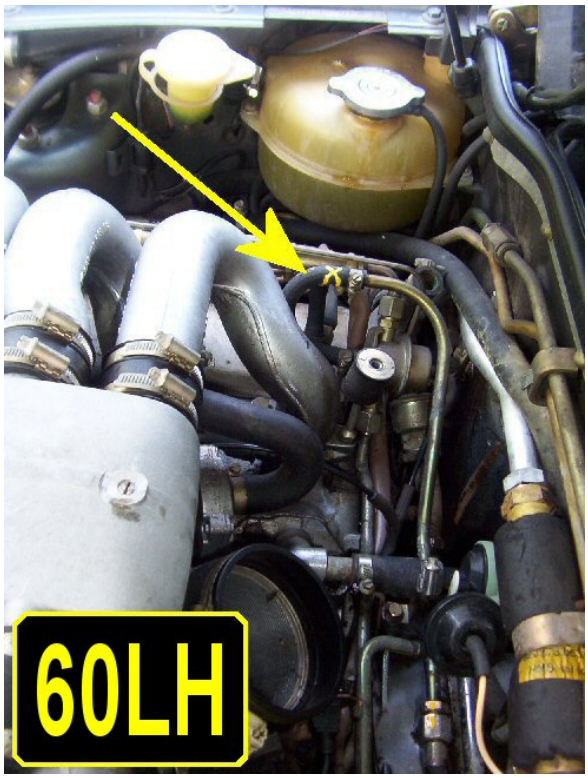

REPLACE OLD FUEL LINES:
Notice the arrows in picture 60LH and 61LH pointed at the black rubber return fuel line coming out of the fuel pressure regulator in that picture.

There are two of these fuel pressure regulators on some cars, and only one on others.

In either event, it is important to replace that fuel line with the new hi-pressure hose line that we have provided with your kit.

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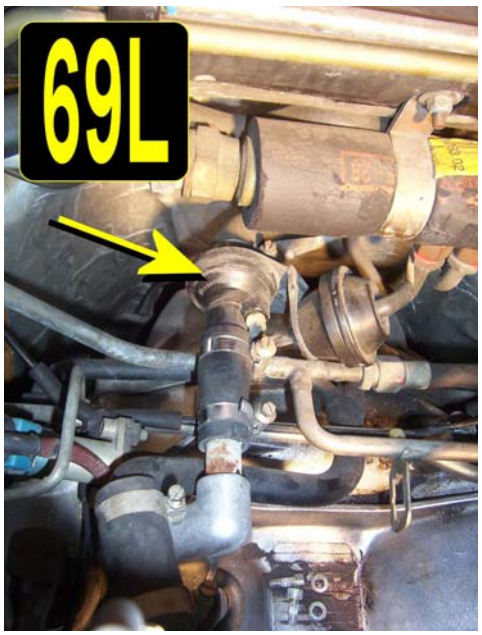
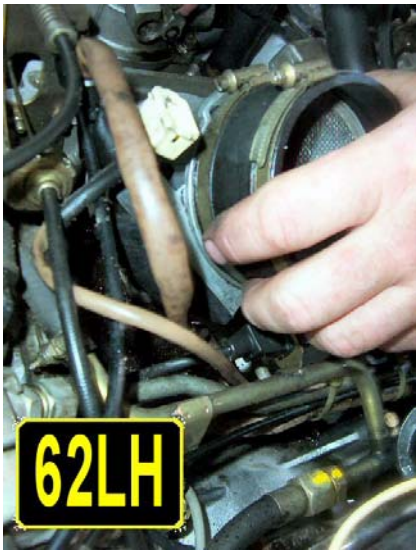


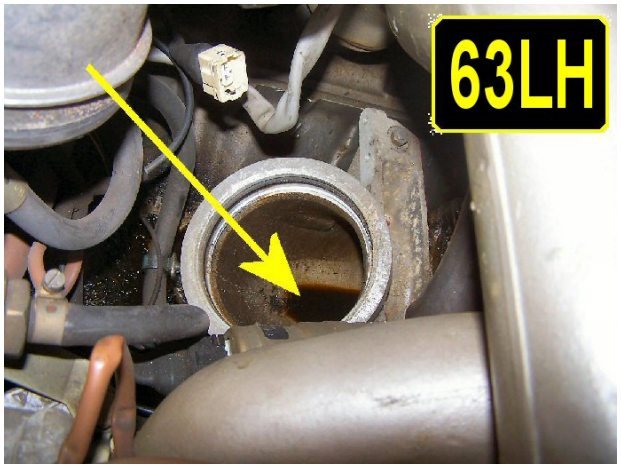
This is also an excellent time to replace a plastic heater valve if you have one. See picture 69L. We have had customers who, after supercharging, have accelerated so hard that the plastic heater valve split open and they dropped all of their coolant! A replacement steel heater valve is available at 928 Motorsports if you would like to replace it now.

Locking Down the Mass Air Flow Sensor:

Grab the Mass Air Flow Sensor and pull up on it, wiggling it a bit from side-to-side as you do there is nothing holding it in place but an O-Ring. It will pull right out as shown in 62LH.



Note, the puddle of oil in the bottom of the air inlet as shown in picture 63LH. This is normal, just wipe it up with a rag. It is caused by the crankcase ventilation (PCV) system.



Locate the large straps and a single 4.5” diameter hose clamp from your kit as shown in picture 64LH. These are special straps that have a tensile strength of 750 pounds. We will be tying down the MAF sensor with them so it does not pop out under boost.

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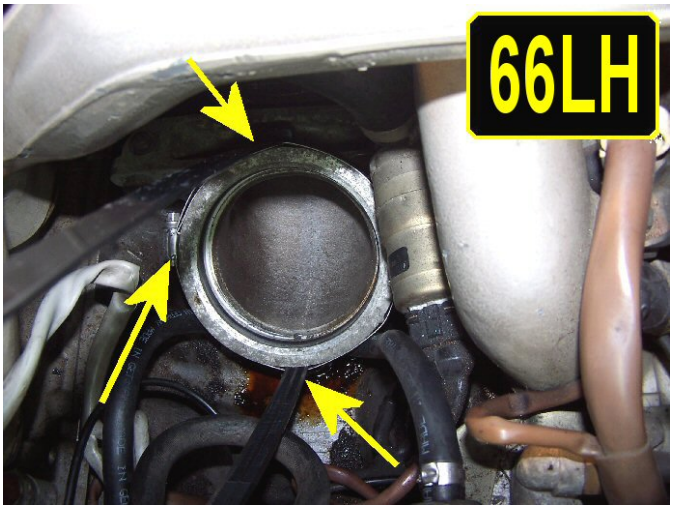
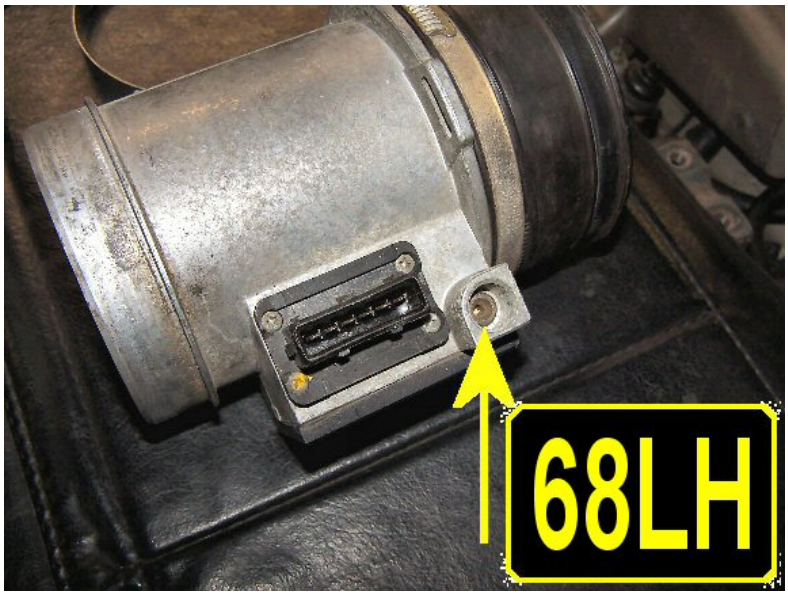
Cut the clamps ends off of two of the straps as shown in picture 65LH. Place the two remaining large straps from your kit that you did not cut under the large hose clamp and over the mouth of the intake manifold as in pictures 66LH and 67LH. Orient the straps in the 6 o'clock and 12 o'clock position.



Please refer to picture 68LH now. The arrow is pointing at a mixture adjustment screw on the MAF sensor. We just want you to know where it is as we may need it later.



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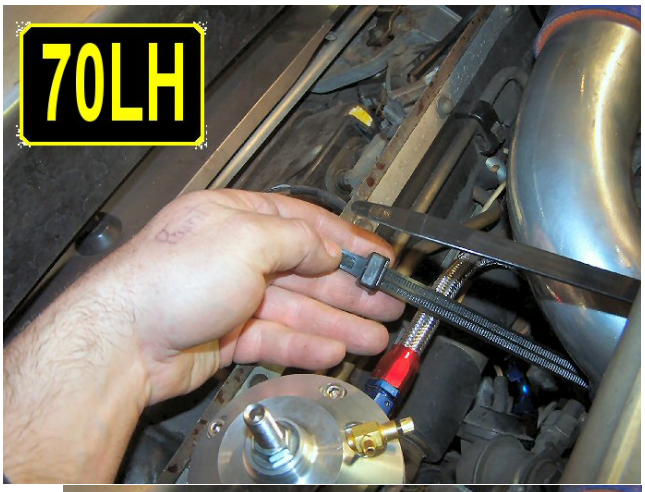
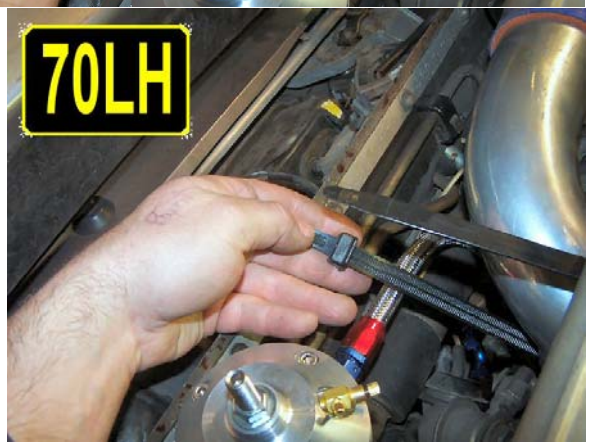
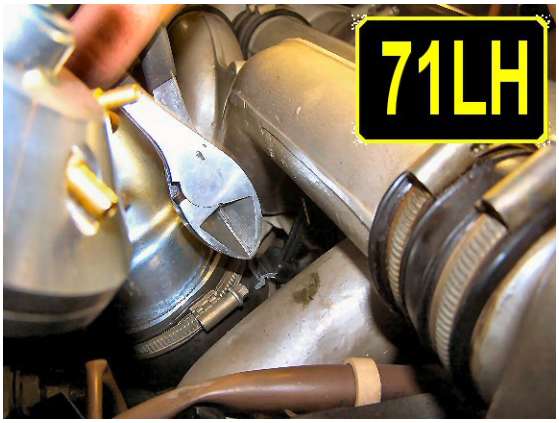
Now coat the outer base of the MAF with a light coat of white grease and put it back in place in the intake manifold - making sure the tie-down straps go through the rectangular tie-down brackets as you do. See picture 69LH.

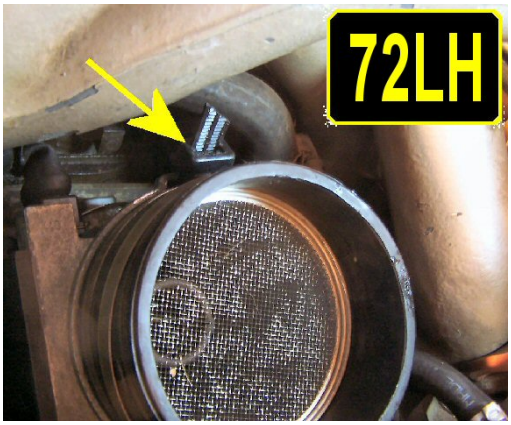


Now take the clamps we cut of in picture 65LH and slide them down the straps and tight up against the MAF, as shown in picture 70LH.



Use a wire sniper to trim them off as in pictures 71LH and 72LH.





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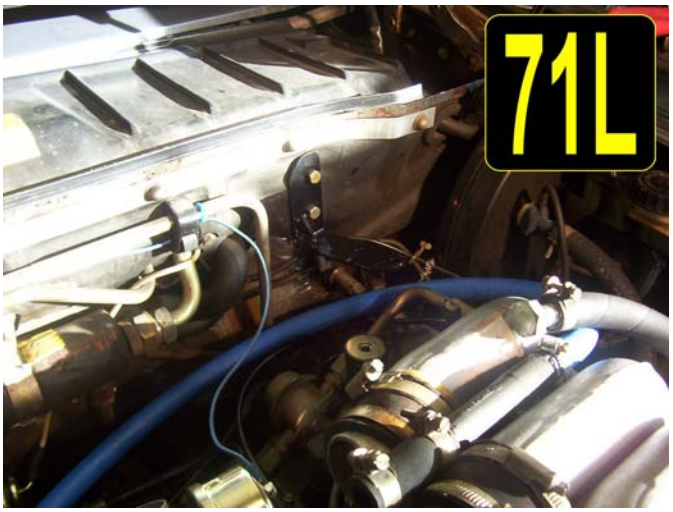
Installing the Fuel Management Unit:

The fuel management unit supplied with your kit is used to increase the fuel pressure to the injectors as the boost developed by the supercharger also increases. This provides a steady enrichment in fuel delivered to every combustion chamber as those chambers are also at the same time getting more air. This prevents damage to your motor and increases the horse power tremendously. The fuel management unit is mounted on the firewall at the back of the left head as shown in picture 70L.

Take the fuel management unit now and hold it up on the firewall and mark the holes where you are going to drill to mount the mounting bracket. Make sure you locate it low enough to allow the hood to close and within reach of the fuel lines we will be adding as in picture 74L and 75L. The mount bracket is shown in picture 71L.



If you have a cover over top of your cowling that covers the cowling in between the firewall and the base of the windshield, you can lift that cover and get your hand on the backside of the firewall, and that you are mounting the FMU low enough so that the hood will still close.

Please make sure that where you drill through the firewall, you are drilling through in such a place that you are not going to hit an air conditioning line or a wire harness on the back side of the firewall. You can use the small bolts provided in the kit. The nuts go on the inside. Mount the bracket to the firewall as in picture 71L and 70L. After the bracket is mounted, go ahead and mount the FMU on the bracket as shown in picture 70L. Then install the 1/4” NPT to 6-AN adapters into the FMU as shown.

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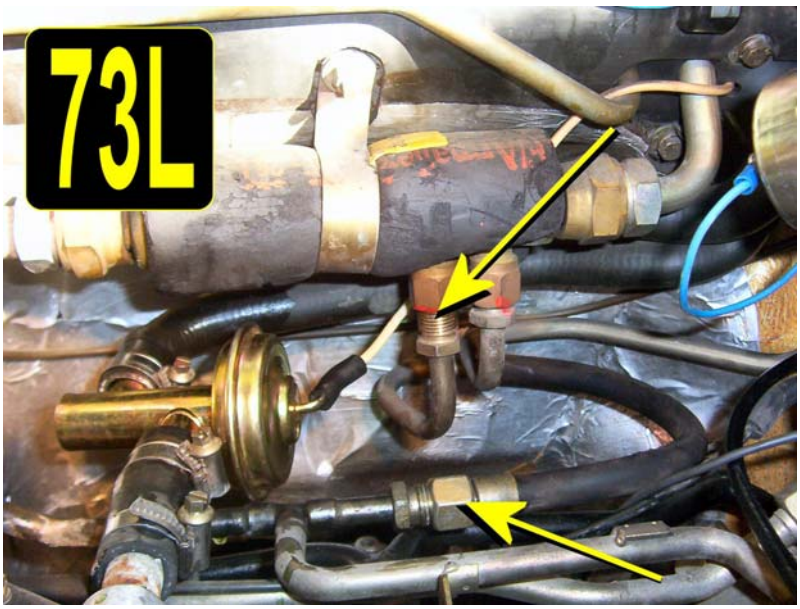
Next, turn your attention to picture 72L where you will see the black fuel line that we're going to remove and the two steel braided fuel lines that we're going to put in its place. Disconnect the factory fuel line that you will see identified in picture 73L at the two locations shown by the arrows.

Be sure to use two wrenches in opposition on each of the fittings as shown in picture 73L so that you do not damage anything. Just for your information, that horizontal tube at the back of the firewall that has the black insulation foam around it is actually a fuel cooler where Porsche uses the air conditioning system to chill the gasoline, before it returns to the gas tank!



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Now take the new hoses and install them in the locations shown between your FMU and the two openings in the fuel system you just created. Refer to pictures 74L, 75L and 76L.

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Use opposing wrenches to tighten every fitting. DO NOT OVER TIGHTEN. One of the first things we will do when we start the engine for the first time, is watch these fittings and check them for fuel leaks.

Vacuum for the FMU

A barbed nipple is provided on the L-Jet adapter that we installed in step 61 and 62. Run a vacuum line from that barbed nipple to the FMU. Follow the instructions with the FMU for adjustment.

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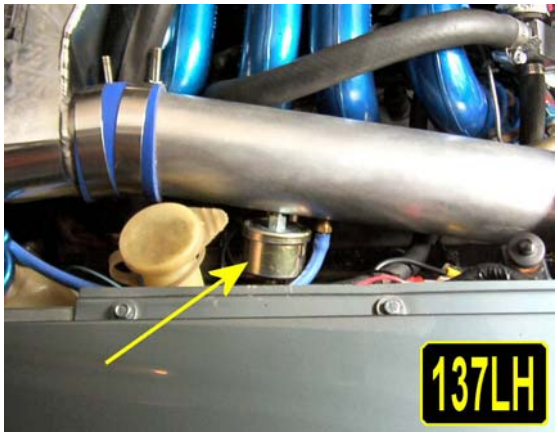
Installing The Intake Tubing:

Stage 1 System: Looking at photo 75, we are going to install three 90 degree elbows now and 2 straight pipes. Elbow #1 in the photo has a short and a long leg. Install it with the short leg down. Elbow #2 is symmetrical. Elbow #3 goes to the CIS Intake Elbow we installed earlier and has one short and one long leg. The short leg goes to the CIS Intake Elbow. Every joint gets a T-Bolt clamp, tightened with a 7/16" wrench.

Locate a good spot in the intake tube for the boost sending unit and install it as shown in picture 137LH



Stage 2 System: Instructions for the intake tubing for the stage 2 kit is included in the section on Intercooler Installation.

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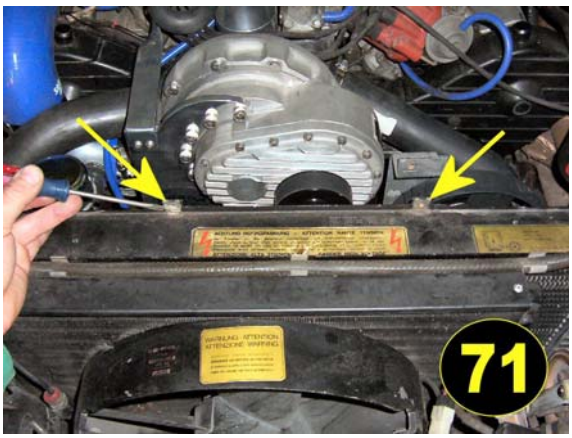
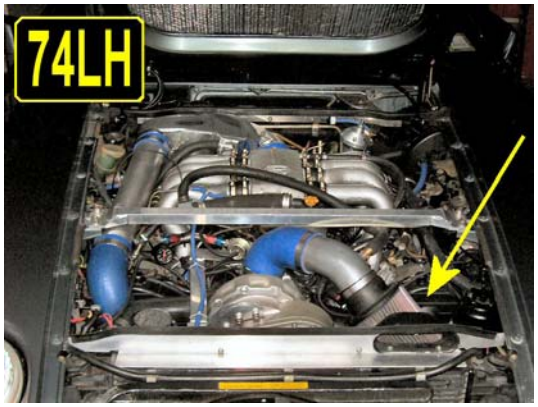
Installation of the Upper Radiator Shroud:

Remove the threaded clips that are located on the top of the radiator as shown in photo 71 using a screw driver as shown. We will be using bolts here and we don't want to use those threaded clips. Find the two stainless steel allen head bolts that are 6mm x 14mm long and insert them through the fan shroud/radiator shroud on top. On the drivers side it also inserts through the upper fan (described on the next page) as shown on photo 72 and snug up, tightening with the #10 nylock screws on the back.



Next, remove the rubber gasket from the top of the old fan shroud, see photo 73 and carefully place it on top of your new aluminum 928 radiator shroud, so that the end products looks like photo 74LH.



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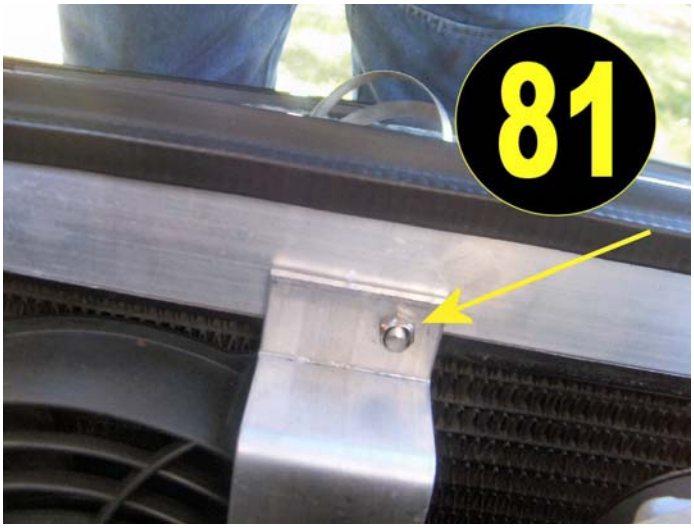
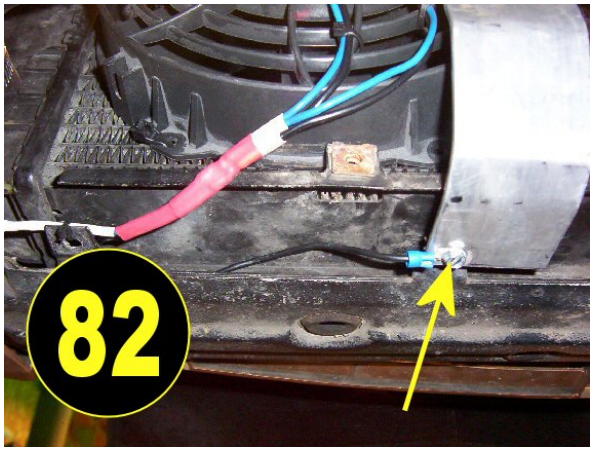
Mounting the fans to the radiator:

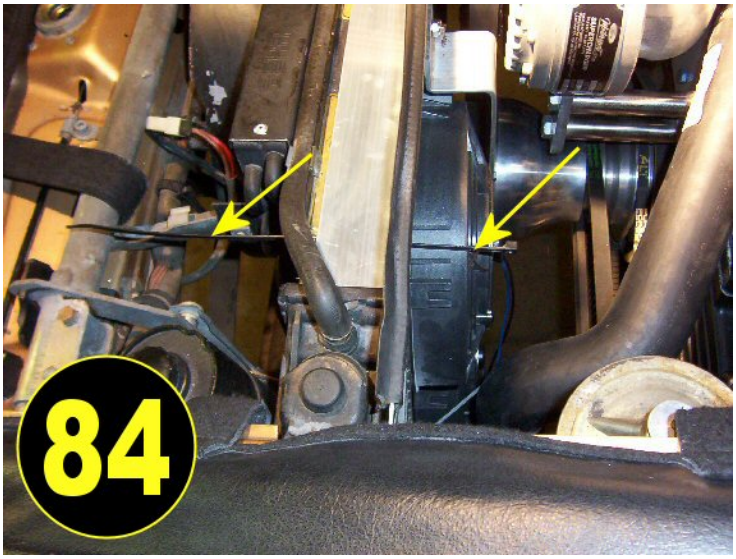
The two electrical fans have been pre-mounted and wired onto the bracket for you as in photo 80.

This assembly slide in from the top. It is fastened at the top by the left-side radiator air dam mounting screw as in photo 81 and at the bottom with a sheet-metal screw as in photo 82. Insert the black ground wire under the bottom screw before tightening it.





The left side of the fans are secured to the radiator core with the black cable ties provided. Put them through the mounting holes in the fans and forward through the radiator to the front, then bend them back over a cross-tube and send them back through the radiator to connect at the back. Photo 84. Then trim the extra off with the snipers.



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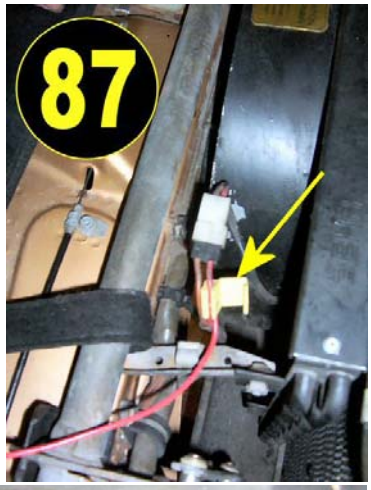
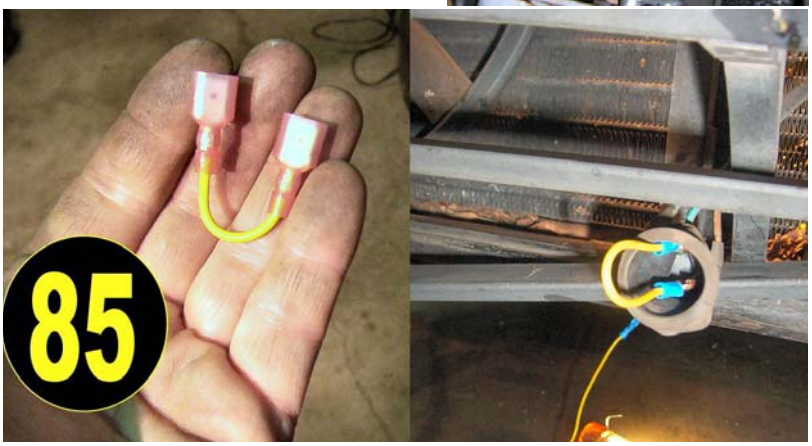
Wiring the electric fans:

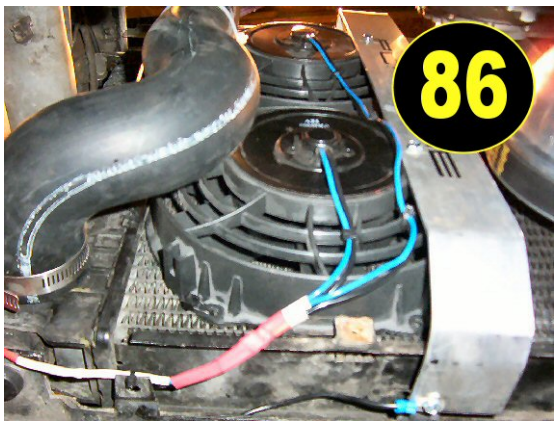
Using the yellow electrical splice and the red wire provided in the kit, you will splice into the red wire that leads to the auxiliary fan near its junction (photo 87) and route that wire underneath the radiator and connect it to the blue wire from the two muffin fans we've just installed. Be sure to route the wires along with the other wires in looms and away from all moving parts, including the mechanism to raise and lower the headlights.



Take the rubber plug off of the temperature sensor that is located in the lower left hand corner of the radiator, (lower right hand corner if you're looking at the radiator from the front of the car) and take the jumper shown in photo 85 and jumper that wire. This will turn on the auxiliary fan, and use it all the time in replacement of the belt driven fan that we've removed. By wiring the fan in this way, we're using the factory fuse and relay system that Porsche engineered to supply the fans with power.



After the wires are routed, you can test this circuit by turning the key on. When you turn the key to the "run" position all three electrical fans should operate. Then loom the wires together with cable tied again to prevent them from working loose or getting into a belt or mechanism and getting pinched. Looking at photo 86 you can see the completed wiring for the fans and how it is loomed up tight against the bottom of the car, being secured and out of harms way.



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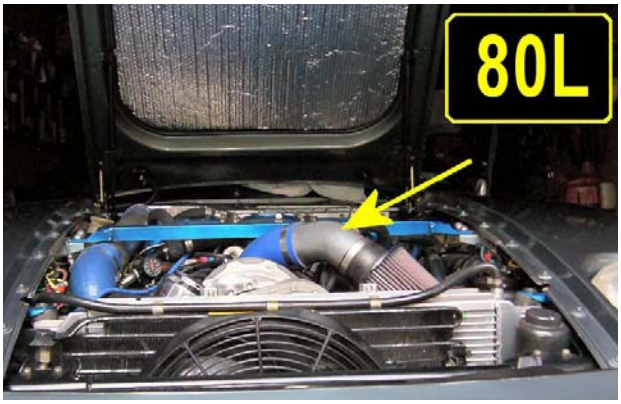
Because we removed the fan shroud from your radiator, we've lost a lower radiator hose bracket that helped keep the lower radiator hose away from the power steering pulley. Please look at picture 88 and you'll see that we want you to take a drill and drill through the plastic bracket on the radiator. Use the #28 stainless steel hose clamp provided, and the longest cable tie in your kit. Center the hose clamp about midway in the lower radiator hose and tie from the hose clamp to the radiator, pulling the whole radiator hose gently away from the power steering pulley so that it doesn't get cut. You do not need to pull it away hard, this is just to keep the hose from going **in** toward the motor.

AIR FILTER: Now it's time to install the air filter assembly onto your supercharger kit. Take the K&N air filter with the intake elbow hose attached to it, as shown in photo 79L and slip the end over the intake elbow at the back of the supercharger head unit making sure you get it down and least 1/2" over the metal elbow and then clamp it. The air filter lays on top of the lower radiator hose and it is surrounded on all sides and is not clamped in place.



Check the installed height to make sure it is not too high for the hood to close as in picture 80L.